2004

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 131

City of Chesapeake

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route
Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

Virginia State Route

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

			• • • • • • • • • • • • • • • • • • •		47"	_		Tru	ıck			K	014	Dir	A A1A/5-T	0111
Route	Jurisdiction	Length		QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
(13) (58) (460)	City of Chesapeake (Maint: 64)	2.41	66000	Α	92%	0%	1%	1%	6%	0%	С	0.094	Α	0.592	67000	Α
(13) (58) (460)	City of Chesapeake (Maint: 64)	0.64	I-664 66000	N	92%	0%	1%	1%	6%	0%	N	0.094	N	0.592	67000	N
(13) (460) (191)	City of Chesapeake	0.18	S 58; SR 19 6800	G	91%	1%	2%	2%	4%	0%	F	0.092	F	0.58	7400	G
(13) (460)	City of Chesapeake Combined Traffic Estimates for 2 Parallel Roadways	0.45	6800 6800 6800	N N N	91%	1%	2%	2%	4%	0%	N	0.092 NA	N	0.58	7400 NA	N
13 460 Military Hwy	City of Chesapeake	Ramp from 2.44	n I-664; Sha 7600	G G	91%	1%	2%	2%	4%	0%	С	0.123	F	0.557	8300	G
(13) (460) Military Hwy	City of Chesapeake	1.37	I-64 16000	G	98%	0%	1%	1%	0%	0%	F	0.121	F	0.606	18000	G
(13) (460) Military Hwy	City of Chesapeake	1.01	18000	G	98%	0%	1%	1%	0%	0%	F	0.115	F	0.523	19000	G
13 460 Military Hwy	City of Chesapeake	2.20	196 Canal I 32000	Α	98%	0%	1%	1%	0%	0%	С	0.133	Α	0.522	36000	Α
13 Military Hwy	City of Chesapeake	1.09	Bainbridge 26000	G	98%	0%	1%	1%	0%	0%	F	0.11	F	0.555	28000	G
13 Military Hwy	City of Chesapeake	0.65	mpostella R 28000	G	98%	0%	1%	1%	0%	0%	F	0.12	F	0.628	30000	G
13 Military Hwy	City of Chesapeake	0.72	31000	G Blvd	95%	1%	2%	1%	1%	0%	F	0.101	F	0.578	33000	G
(13) Military Hwy	City of Chesapeake	0.41	33000	G	95%	1%	2%	1%	1%	0%	С	0.095	F	0.552	35000	G
(13) Military Hwy	City of Chesapeake	1.67	35000 Virginia Be	G	97%	0%	1%	0%	1%	0%	F	0.097	F	0.574	38000	G
George Washington Hwy	City of Chesapeake	North (Carolina Stat	te Line	93%	0%	0%	2%	4%	0%	С	0.101	Α	0.649	11000	А
George Washington Hwy	City of Chesapeake	131-8° 6.52	796 Ballahad 12000	ck Rd G	93%	0%	0%	2%	4%	0%	F	0.087	F	0.671	11000	G
Dominion Blvd	City of Chesapeake	BUS US 17 (8300	G	Hwy 95%	0%	1%	1%	2%	0%	F	0.078	F	0.61	8800	G
Dominion Blvd	City of Chesapeake	0.94	165 Cedar I 28000	Α	95%	0%	1%	1%	2%	0%	С	0.091	Α	0.624	30000	Α
Dominion Blvd	City of Chesapeake	1.60	Bainbridge 26000 Great Bridg	G	95%	0%	1%	1%	2%	0%	F	0.079	F	0.606	28000	G

		Only (or Chesap	ounto												
Route	Jurisdiction	Lenath	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:		Great Bridg	ge Blvd N	050/		40/	40/	20/	00/	N	0.079	N	0.606	20000	NI
[17]	City of Chesapeake	0.28			95%	0%	1%	1%	2%	0%	IN	0.079	IN	0.606	28000	N
~	To: From:		Oak Grove C	onnector		J										
17 464	City of Chesapeake (Maint: 64)											es for this	segr	nent.		_
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	50000 I-64	G	95%	0%	1%	1%	2%	0%	F	NA			57000	G
	From:		I-04 I-464													
(17) (64)	City of Chesapeake (Maint: 64)	4.31			5	See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	82000	G	92%	0%	1%	1%	6%	0%	F	NA	•		87000	G
	To-		I-64			1										
(17) George Washington Hwy	City of Chesapeake	0.90	24000	G	91%	」 1%	4%	1%	3%	0%	F	0.083	F	0.513	24000	G
(1)					• • • • • • • • • • • • • • • • • • • •	7		.,.			•		-			_
George Washington Hwy	City of Chesapeake	US 13; U	JS 460 Mili 16000	tary Hwy G	91%	1%	4%	1%	3%	0%	С	NA			16000	G
(17) George Washington Hwy	City of Criesapeake				9170	1 /0	4 /0	1 /0	3/6	0 /6	C	INA			10000	G
~~ · · · · · · · · · · · · · · · · · ·	Ta: From:		196 Canal 1		0.107	40/	407	407	201	201		0.000		0.004	00000	
[17] George Washington Hwy	City of Chesapeake	0.63	28000	G	91%	1% 7	4%	1%	3%	0%	F	0.093	F	0.664	28000	G
	From:		L Portsmou													
17 Western Branch Blvd	City of Chesapeake	0.69	20000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.515	20000	G
	Tal.		4 Churchlai			1										
<u>(17)</u>	City of Chesapeake	0.56	22000	G BIVG	98%	0%	1%	0%	0%	0%	С	0.098	Α	0.531	22000	G
(17)	To:		ECL Suffolk		3070	7	1 70	070	070	070	O	0.000	^	0.551	22000	O
Bus	From:		7 Dominion			1										
George Washington Hwy	City of Chesapeake	3.47	4400	G	93%	」 ○%	0%	2%	4%	0%	F	0.097	F	0.738	4300	G
(I) strings transmigration,	To.					7										_
Bus	From:	SR	165 Cedar													
(17) George Washington Hwy	City of Chesapeake	1.19	26000	G	93%	0%	0%	2%	4%	0%	F	0.074	F	0.609	25000	G
	To:		I-64													
~~~	From:		ECL Suffolk													
[58] [13] [460]	City of Chesapeake (Maint: 64)	) 2.41	66000	Α	92%	0%	1%	1%	6%	0%	С	0.094	Α	0.592	67000	Α
<del>*</del> * * * * * * * * * * * * * * * * * *	To: From:		I-664			]										
(58) (13) (460)	City of Chesapeake (Maint: 64)	0.64	66000	N	92%	0%	1%	1%	6%	0%	Ν	0.094	Ν	0.592	67000	Ν
	Tac From:	SR 191 Jolliff R	d; US 13 M	lilitary H	ighway	1										
ALT (58) (460) Airline Blvd	City of Chesapeake	1.72	8500	G	96%	<b>-</b> 1%	1%	0%	1%	0%	С	0.079	F	0.576	9200	G
(58) (460) Airline Blvd	To:		CL Portsmoi	_	30 /0	7	1 70	076	1 /0	070	C	0.073	'	0.570	3200	J
East	From:		. Virginia B			<del>:                                    </del>										
East (64)	City of Chesapeake (Maint: 64)		59000	G	92%	J 0%	1%	1%	6%	0%	F	0.081	F		61000	G
04)	Combined Traffic Estimates for 2 Parallel Roadway			G	93%	0%	1%	1%	5%	0%	F	NA	•		125000	G
					0070	7.0	. 70	1 /0	J /0	J / 0	•				.2000	•
East	From:		enbrier Park	way												
East (64)	City of Chesapeake (Maint: 64)		59000	G	92%	0%	1%	1%	6%	0%	F	0.084	F		64000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadway			G	94%	0%	1%	1%	5%	0%	F	NA			130000	G
	To	SR 16	8 Battlefield	l Blvd												

### 2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		0.1.7	of Chesap	ouno				Tru	ıck			K		Dir		_
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK F	actor	AAWDT	C
ast	From:	SR 16	8 Battlefield	l Blvd		1	27 1/10	0171710	TTTGII	ZIIGII		1 40101		dotoi		_
4	City of Chesapeake (Maint: 64)	1.22	52000	G	92%	0%	1%	1%	6%	0%	F	0.088	F		57000	
9	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	111000	G	94%	0%	1%	1%	5%	0%	F	NA			119000	
	Ta:		I-464			<del>_</del>										
st 4) (17)	City of Chesapeake (Maint: 64)	4.31	40000	G	92%	0%	1%	1%	6%	0%	F	0.090	F		44000	
4) [17]	Combined Traffic Estimates for 2 Parallel Roadways or			G	92%	0%	1%	1%	6%	0%	F	NA	•		87000	
	Tool		orge Washin			7	170	170	070	070	•	1471			07000	
st	From:												_			
<u>st</u>	City of Chesapeake (Maint: 64)	1.46	36000	G	92%	0%	1%	1%	6%	0%	F	0.088	F		38000	
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	71000	G	92%	0%	1%	1%	6%	0%	F	NA			74000	
st	To: From:	US 13, US	460 Militar	y Highw	/ay	}										_
<u>st</u>	City of Chesapeake (Maint: 64)	2.31	35000	G	92%	0%	1%	1%	6%	0%	F	0.085	F		36000	
	Combined Traffic Estimates for 2 Parallel Roadways or			G	92%	0%	1%	1%	6%	0%	F	NA			73000	
	To:		I-264, I-664													_
est	From:		L Virginia B								_		_			
4	City of Chesapeake (Maint: 64)	0.89	63000	G	95%	0%	1%	1%	3%	0%	F	0.080	F		65000	
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	122000	G	93%	0%	1%	1%	5%	0%	F	NA			125000	
est	To: From:	Gre	enbrier Park	way		<u>]</u> ——										_
est 4	City of Chesapeake (Maint: 64)	1.78	64000	G	95%	0%	1%	1%	3%	0%	F	0.088	F		66000	
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	123000	G	94%	0%	1%	1%	5%	0%	F	NA			130000	
	To- From:	SR 16	8 Battlefield	l Blvd		Ъ—										
est 4	City of Chesapeake (Maint: 64)	0.82	59000	N	95%	<b>-</b> 0%	1%	1%	3%	0%	N	0.090	N		62000	
4 168	Combined Traffic Estimates for 2 Parallel Roadways or			N	94%	0%	1%	1%	5%	0%	N	NA	IN		119000	
	To:	Tillo Route.	US 17	- 14	J+70	7	1 /0	1 70	370	070	11	INA			113000	
est	From:		8 Battlefield													
54	City of Chesapeake (Maint: 64)	0.49	59000	G	95%	0%	1%	1%	3%	0%	F	0.090	F		62000	
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	111000	G	94%	0%	1%	1%	5%	0%	F	NA			119000	
est	To: From:		I-464			<b>_</b>										_
( <del>1</del> ) (17)	City of Chesapeake (Maint: 64)	0.41	36000	G	92%	0%	1%	1%	6%	0%	F	0.09	F		37000	
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	77000	G	92%	0%	1%	1%	6%	0%	F	NA			81000	
	To:	SR 190	Great Bridg	ge Blvd		1										_
est	City of Chesapeake (Maint: 64)	3.86	42000	G	92%	0%	1%	1%	6%	0%	F	0.088	F		43000	
4) [17]	Combined Traffic Estimates for 2 Parallel Roadways or			G	92%	0%	1%	1%	6%	0%	, F	NA	'		87000	
	Tamo Estimates for 21 arallel Moduways of					7	1 /0	1 /0	070	0 /0	'	14/7			07000	
est	From:		orge Washin		-											
est 4	City of Chesapeake (Maint: 64)	1.86	34000	G	92%	0%	1%	1%	6%	0%	F	0.094	F		35000	
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	71000	G	92%	0%	1%	1%	6%	0%	F	NA			74000	

### 2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

							Tru	ıck			K		Dir		
				4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q
	,			0001	]	40/	407	00/	00/	_	0.004	_		07000	
, , ,										F		F			(
Combined Traffic Estimates for 2 Parallel Roadways o		<b>71000</b> I-264, I-664	G	92%	0% <b>1</b>	1%	1%	6%	0%	F	NA			73000	
From:			hington	Hwy	1										
City of Chesapeake	2.40	14000	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.585	15000	
City of Chesapeake	1.29	11000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.604	12000	
To: From:					<b>-</b>										
City of Chesapeake	0.28	23000	G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.552	24000	
To- Fram:					}										
City of Chesapeake	2.01	22000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.553	24000	
To: From:					<del>}</del>										
City of Chesapeake				98%	0% ¬	1%	0%	0%	0%	F	0.076	F	0.506	25000	
From:															
City of Chesapeake					0% ¬	1%	1%	1%	0%	С	0.077	F	0.517	34000	
City of Chesapeake					0%	1%	2%	1%	0%	F	0.092	F	0.579	20000	
T.					7	170	270	170	070	•	0.002	•	0.070	20000	
City of Chesaneake					0%	1%	2%	1%	0%	C	0.093	F	0.562	19000	
T.					7	170	270	170	070	Ü	0.000	•	0.002	10000	
City of Chesaneake					0%	10/_	1%	10/_	0%		0.006		0.518	11000	
City of Offesapeake					7	1 /0	1 /0	1 /0	0 70	C	0.030	'	0.510	11000	
City of Changesto					00/	10/	10/	10/	00/		0.101		0.570	11000	
City of Chesapeake				9170	1	170	170	170	0%	Г	0.101	г	0.579	11000	
From:				d	1										
City of Chesapeake	2.05	4100	G	87%	1%	2%	6%	5%	0%	F	0.102	F	0.616	4500	
To:	SR 190	) Great Brids	e Blvd		1										
City of Chesapeake	0.69	8400	G	87%	1%	2%	6%	5%	0%	С	0.094	F	0.530	9200	
To:	US	13 Military	Hwy		1										
From:				070/	]	407	407	407	00/	_	0.070	_	0.547	10000	
City of Chesapeake				97%	0% 7	1%	1%	1%	0%	F	0.079	F	0.547	12000	
City of Chesapeake				97%	0%	1%	1%	1%	0%	С	0.077	F	0.575	11000	
To:				J. 70		. 70	. , ,	. , 0		_					
From:															
City of Chesapeake	0.56	9400	G	96%	0%	1%	1%	2%	0%	С	0.099	F	0.622	10000	
City of Chesapeake	0.39	Liberty St 6600	G	97%	] <del></del> 0%	2%	0%	0%	0%	С	0.11	F	0.725	7100	
	City of Chesapeake  City of Chesapeake	City of Chesapeake (Maint: 64)   1.65	City of Chesapeake (Maint: 64)	City of Chesapeake (Maint: 64)	City of Chesapeake   City of	City of Chesapeake (Maint: 64)	Length AADT   QA   4Tire   Bus   2Axte	Length   AADT   QA   4Tire   Bus   2Axle   34-Axle	Length AADT   Cat   ATtrie   Bus   2Axle   3+Axle   1Trail	City of Chesapeake (Maint: 64)	City of Chesapeake   City of	City of Chesapeake   Maint   Early   City of Chesapeake   Maint   M	City of Chesapeake   Maint   East   State   State	City of Chesapeake   Maint-64   1.65   3600   C   92%   0%   1%   1%   6%   0%   F   0.091   F   1.55	City of Chesapeake   City of

		City	of Chesap	eake												
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	
Nouic					71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
Dawletiald Divid	From:		Carolina Stat		000/	]	40/	20/	40/	00/	0	0.470	^	0.505	20000	^
168 Battlefield Blvd	City of Chesapeake	1.79	22000	Α	96%	0%	1%	2%	1%	0%	С	0.178	Α	0.565	20000	Α
168 Toll Road	City of Chesapeake (Maint: 64)	BUS SR 6.11	168 Battlefi	ield Blvd <b>G</b>	96%	0%	1%	2%	1%	0%	F	0.099	F	0.654	66000	G
168 Toll Road	Oity of Chesapeake (Maint. 04)				30 70	070 <b>7</b>	1 /0	270	1 /0	0 70	'	0.033	'	0.054	00000	G
168 Great Bridge Bypass	City of Chesapeake	1.76	73000 Toll Roa	G	96%	0%	1%	2%	1%	0%	F	0.099	F	0.654	66000	G
(100) Steat 2.1age 2)page	Tol.		168 Battlefi		0070	~~·	.,0		.,,	0,0	•	0.000	•	0.00		
168 Great Bridge Bypass	City of Chesapeake	0.20	23000	G G	96%	0%	1%	2%	1%	0%	F	0.096	F	0.592	20000	G
100)	To.		Hanbury Rd			1										
168 Great Bridge Bypass	City of Chesapeake	1.50	43000	G	96%	J 0%	1%	2%	1%	0%	F	0.102	F	0.78	38000	G
	Too	SR 16	55 Mt Pleasa	nt Rd												
(168) Great Bridge Bypass	City of Chesapeake	2.49	58000	G	96%	0%	1%	2%	1%	0%	F	0.091	F	0.691	52000	G
$\overline{}$	To:		Bus Battlefie													
168 Oak Grove Connector	City of Chesapeake	1.82	168 Battlefi 57000	G Blvd	96%	J 0%	1%	2%	1%	0%	F	0.089	F	0.641	51000	G
166 Car Grove Commedia	Tree Tree	1.02			3070	7	170	270	170	070	•	0.000	•	0.041	01000	Ü
168 (64)	City of Chesapeake (Maint: 64)	0.82	I-64			See I-6	4 for dire	ectional to	raffic vo	lume es	timate	s for this	seam	ent.		
(100) (04)	Combined Traffic Estimates for 2 Parallel Roadways on		111000	N	94%	0%	1%	1%	5%	0%	N	NA	9		119000	Ν
	To:		I-64; US 17													
168 Battlefield Blvd	City of Chesapeake	0.82	I-64 <b>39000</b>	Α	96%	] 0%	1%	1%	2%	0%	С	0.117	Α	0.515	42000	Α
168 Battlefield Bivd	City of Chesapeake				90 /0	U/0 <b>7</b>	1 /0	1 /0	2/0	0 /0	C	0.117	^	0.515	42000	^
(168) Battlefield Blvd	City of Chesapeake	0.47	13 Military I 27000	Hwy <b>G</b>	96%	0%	1%	1%	2%	0%	F	0.086	F	0.523	28000	G
168 Battlefield Bivd	City of Offesapeake				30 /0	070 <b>7</b>	1 /0	1 /0	270	0 70	'	0.000	'	0.525	20000	G
168 Atlantic Ave	City of Chesapeake	0.42	ampostella F	G	96%	0%	1%	1%	2%	0%	F	0.094	F	0.604	20000	G
166) / Michille / 170	The		rovidence R		0070	7	170	170	270	070	•	0.00 1		0.001	20000	
168 Atlantic Ave	City of Chesapeake	1.16	17000	G G	92%	1%	2%	2%	3%	0%	С	0.096	F	0.6	18000	G
100	To.		Atlantic Ave													
168 Atlantic Ave	City of Chesapeake	0.39	10000	G	96%	J 0%	1%	1%	2%	0%	F	0.094	F	0.662	11000	G
1.00	Too	SR	246 Liberty	Rd		1										
(168)	City of Chesapeake	0.35	20000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.643	21000	G
	To:	,	SCL Norfolk	ζ		1										
Bus	From:		SR 168													
168 Battlefield Blvd	City of Chesapeake	2.70	11000	G	96%	0%	1%	2%	1%	0%	F	0.084	F	0.629	12000	G
Bus	To- From:	In	dian Creek I	Rd		}—										
(168) Battlefield Blvd	City of Chesapeake	1.55	16000	G	96%	0%	1%	2%	1%	0%	F	0.089	F	0.570	16000	G
$\bigcirc$	_ To:	Ce	enterville Tn	ıpk		<b>—</b>										
Bus	From:			•		_										
(168) Battlefield Blvd	City of Chesapeake	3.78	16000	G	96%	0%	1%	2%	1%	0%	F	0.098	F	0.512	17000	G

### 2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Davida	15 102 - 103 - 03 - 11	المستناب المحاد	T 0:	47'	Deri		Tru	ıck			K	01/	Dir	A A14/DT	014
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Dawlefield Divid	From:	Great Bridge		000/		40/	40/	40/	00/	_	0.000	F	0.000	0400	•
Battlefield Blvd	City of Chesapeake	1.98 <b>740</b> SR 165 S; Mount Pleasa	-	98%	_0% <b>¬</b>	1%	1%	1%	0%	F	0.082	F	0.638	8100	G
Bus	From:	SR 165 S, Mount Pleasa													
168 (165) Battlefield Blvd	City of Chesapeake	0.26 <b>310</b> 0	00 G	98%	0%	1%	1%	1%	0%	С	0.077	F	0.517	34000	G
	To	SR 165 North;	Cedar Road	l	<b>—</b>										
Bus 168 Battlefield Blvd	City of Chesapeake	1.24 <b>340</b> 0	00 G	98%	0%	1%	1%	1%	0%	F	0.074	F	0.51	37000	G
168) Battierield Bivd	only of official peaks			3070	7	170	1 70	170	070	•	0.074	'	0.51	37000	٥
Bus	From:	SR 190 Great I													
168 Battlefield Blvd	City of Chesapeake	0.17 <b>3500</b>	00 G	98%	0%	1%	1%	1%	0%	F	0.082	F	0.522	37000	G
Bus	Ta- From:	SR 168 Great B	ridge Bypas	SS	]										
	City of Chesapeake	2.72 <b>430</b> 0	00 G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.638	46000	G
168	To	I-64; SR			]										
	From:	SR 166 Bainb	ridge Blvd												
190 Great Bridge Blvd	City of Chesapeake	1.13 <b>470</b>	0 G	81%	2%	2%	11%	3%	0%	С	0.099	F	0.534	5100	G
	Ta	I-64	1		1										
190 Great Bridge Blvd	City of Chesapeake	0.26 <b>120</b> 0		97%	1%	1%	1%	0%	0%	F	0.085	F	0.698	13000	G
	To:	US 17; SR 104 D	Ominion Bl	vd	1										
190 Great Bridge Blvd	City of Chesapeake	2.34 <b>910</b>		97%	1%	1%	1%	0%	0%	С	0.088	F	0.592	9900	G
	Tax	Bus SR 168 Bat	tlefield Blv	d	1										
(190) Kempsville Rd	City of Chesapeake	1.29 <b>180</b> 0		98%	0%	1%	1%	0%	0%	С	0.098	F	0.573	19000	G
	To-	Greenbrie	r Pkwy		1										
190 Kempsville Rd	City of Chesapeake	2.30 <b>2800</b>		99%	0%	0%	0%	0%	0%	F	0.101	F	0.589	30000	G
100)	To:	WCL Virgin	nia Beach												
	From:	SR 191, S Mi	litary Hwy												
(191) (13) (460)	City of Chesapeake	0.18 <b>680</b>	0 G	91%	1%	2%	2%	4%	0%	F	0.092	F	0.58	7400	G
	To:	AIRLINE													
191 Jolliff Rd	City of Chesapeake	US 58 Airli 2.22 <b>310</b>		97%	<b>」</b> 1%	1%	1%	0%	0%	С	0.134	F	0.632	3300	G
191 Jolliff Rd	only of official peaks			31 /0	7	170	1 70	070	070	O	0.104	'	0.002	3300	O
laliff Pd	City of Chesapeake	Dock Land 0.91 <b>270</b>		97%	0%	1%	1%	1%	0%	С	0.142	F	0.512	2900	G
191 Joliff Rd	City of Chesapeake	SR 337 Portsn		9170	7	170	1 70	170	070	C	0.142	Г	0.312	2900	G
	From	US 13 Milit			1										
(196) Canal Dr	L City of Chesapeake	0.96 1300		98%	<b>0</b> %	1%	0%	0%	0%	С	0.099	F	0.631	14000	G
190) 5 3 11 11	To:	US 17 George Wa			7	.,,		-,-		_		-			
	From:	US 40	60												
246 Liberty St	City of Chesapeake	0.39 <b>920</b>		97%	1%	1%	1%	1%	0%	С	0.082	F	0.521	10000	G
	To:	Latham S	Street		1										
246 Liberty St	City of Chesapeake	0.37 <b>530</b>		93%	1%	1%	3%	2%	0%	С	0.096	F	0.532	5800	G
,	To:	SR 168 Camp			1									-	

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### 2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		I-64; I-664													
264	City of Chesapeake (Maint: 64)	1.10	25000	G	95%	0%	1%	1%	3%	0%	F	0.125	F		27000	G
	Combined Traffic Estimates for 2 Parallel Roadways of			G	95%	0%	1%	1%	3%	0%	F	NA			55000	G
	10:	We	CL Portsmo	uth												
West	From:		I-64; I-664			J					_		_			
264	City of Chesapeake (Maint: 64)	1.17	26000	G	95%	0%	1%	1%	3%	0%	F	0.117	F		28000	G
	Combined Traffic Estimates for 2 Parallel Roadways o			G	95%	0%	1%	1%	3%	0%	F	NA			55000	G
	10.		CL Portsmo			<u> </u>										
	From:		ECL Suffoll		0.40/		00/	00/	<b>5</b> 0/	00/	_	0.007	_	0.54	40000	_
Portsmouth Blvd	City of Chesapeake	0.72	12000	G	91%	0%	2%	2%	5%	0%	С	0.087	F	0.54	13000	G
	To- From:	SF	R 191 Joliff l	Rd		]										
337 Portsmouth Blvd	City of Chesapeake	0.68	17000	G	91%	0%	2%	2%	5%	0%	F	0.108	F	0.598	18000	G
<u> </u>	To: Fram:		I-664			<del></del>										
(337) Portsmouth Blvd	City of Chesapeake	0.60	30000	G	96%	0%	2%	1%	1%	0%	F	0.089	F	0.545	33000	G
	Too	Ca	pri Circle W	lest		1										
(337) Portsmouth Blvd	City of Chesapeake	0.67	26000	G	96%	0%	2%	1%	1%	0%	С	0.088	F	0.509	28000	G
337)						7				-,-	_					
Portsmouth Blvd	City of Chesapeake	0.24	Taylor Rd 30000	G	96%	0%	2%	1%	1%	0%	F	0.089	F	0.508	33000	G
Portsmouth Blvd	City of Chesapeake				90 /0	0 /0	2/0	1 /0	1 /0	076		0.009	-	0.506	33000	G
	To- From:		ck Landing			J							_			
937 Portsmouth Blvd	City of Chesapeake	0.49	31000	G	96%	0%	2%	1%	1%	0%	F	0.09	F	0.540	34000	G
<u> </u>	io From:		CL Portsmo													
(337) Poindexter Street	City of Chesapeake	0.50	7200	N	96%	」 1%	1%	0%	1%	0%	Ν	0.117	Ν	0.679	7800	Ν
337). Girladina. Girladi	To-	0.00	I-464		0070	٦	.,,	0,0	.,,	0,0		0	•	0.0.0	. 000	• •
_	From:	US 4	60; Poindex	ter St												
(337) Bainbridge Blvd	City of Chesapeake	0.74	1700	G	96%	1%	1%	0%	1%	0%	F	0.087	F	0.503	1800	G
$\overline{}$	To:	,	SCL Norfoll	k												
	From:		ECL Norfoll	k												
(407) Indian River Rd	City of Chesapeake	0.71	24000	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.601	26000	G
$\overline{}$	To	(	Oaklette Ave	e		1										
(407) Indian River Rd	City of Chesapeake	0.90	31000	G	98%	0%	1%	1%	1%	0%	С	0.094	F	0.546	33000	G
401)	To:	WCI	L Virginia B	Beach		1										
	From:	,	ECL Suffoll	k												
(460) (58) (13)	City of Chesapeake (Maint: 64)	2.41	66000	Α	92%	0%	1%	1%	6%	0%	С	0.094	Α	0.592	67000	Α
	Tree															
(400) (50) (40)	City of Chesapeake (Maint: 64)	0.64	I-664 <b>66000</b>	N	92%	0%	1%	1%	6%	0%	N	0.094	N	0.592	67000	N
[460] [58] [13]	City of Chesapeake (Maint. 64)				JZ /0	U /0	1 /0	1 /0	U /0	U /0	IN	0.034	IN	0.332	07000	IN
	Tac From:		IS 58; SR 19			J							_		=	
{460}{13}\\191 <i>)</i>	City of Chesapeake	0.18	6800	G	91%	1%	2%	2%	4%	0%	F	0.092	F	0.58	7400	G
$\sim$ $\sim$	To:	SR 19	1, S Militar	y Hwy												

### 2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		1, S Militar		040/	10/	20/	00/	407	00/	N.I	0.000	N.	0.50	7400	N.
460 (13)	City of Chesapeake	0.45	6800	N	91%	1%	2%	2%	4%	0%	N	0.092	N	0.58	7400	N
	Combined Traffic Estimates for 2 Parallel Roadways or			N		_						NA			NA	
460 (13) Military Hwy	City of Chesapeake	2.44	Military Hv 7600	wy G	91%	1%	2%	2%	4%	0%	С	0.123	F	0.557	8300	G
460 (13) Military Hwy	City of Chesapeane	2.44			9170	7 70	270	270	470	076	C	0.123	'	0.557	0300	O
Military I have	City of Changests	1.07	I-64 16000	G	98%		1%	40/	00/	0%	F	0.101	F	0.606	10000	
460 (13) Military Hwy	City of Chesapeake	1.37				0% ¬	170	1%	0%	0%	Г	0.121	Г	0.606	18000	G
460 (13) Military Hwy	City of Chesapeake	US 17 Ge	orge Washi	ngton Hy G	yy 98%	0%	1%	1%	0%	0%	F	0.115	F	0.523	19000	G
460 (13) Military Hwy	City of Chesapeake				90 /6	J 0 /0	1 /0	1 /0	076	076	Г	0.113		0.525	19000	٠
Military I have	City of Changes are	2.20	32000		000/	0%	1%	1%	0%	0%	С	0.422	۸	0.522	26000	^
460 (13) Military Hwy	City of Chesapeake		Military Hw	Α	98%	□ 0% □	170	170	0%	0%	C	0.133	Α	0.522	36000	А
	From:		13 Military	-												
460 (166) Bainbridge Blvd	City of Chesapeake	1.99	11000	G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.547	12000	G
~~	To: From:	Ch	nesapeake A	Ave		-										
460 166 Bainbridge Blvd	City of Chesapeake	0.81	9800	G	97%	0%	1%	1%	1%	0%	С	0.077	F	0.575	11000	C
~~	To:		37 Poindex													
460 (166) Poindexter St	City of Chesapeake	0.56	ainbridge Bl	G G	96%	」 0%	1%	1%	2%	0%	С	0.099	F	0.622	10000	(
460 Poindexter St	only of onesapeane	0.50			3070	7	170	1 70	270	070	O	0.000		0.022	10000	
460 (166) 22nd Street	City of Chesapeake	0.39	Liberty St 6600	G	97%	0%	2%	0%	0%	0%	С	0.11	F	0.725	7100	(
460 166 22nd Street	To:		SCL Norfol		91 /0	٦ ٠/٠	2/0	076	076	0 /0	C	0.11		0.723	7100	
ALT	From:		Joliff Rd													
460 58 Airline Blvd	City of Chesapeake	1.72	8500	G	96%	- 1%	1%	0%	1%	0%	С	0.079	F	0.576	9200	
	To:	W	CL Portsmo	outh												
North	From:	U	S 17; SR 10	68												
464) (17)	City of Chesapeake (Maint: 64)	0.14	20000	G	95%	0%	1%	1%	2%	0%	F	0.129	F		23000	C
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	50000	G	95%	0%	1%	1%	2%	0%	F	NA			57000	(
lorth	Ta: From:		I-64]										
North 464	City of Chesapeake (Maint: 64)	0.64	26000	G	95%	0%	1%	1%	2%	0%	F	0.117	F		30000	C
404)	Combined Traffic Estimates for 2 Parallel Roadways or			G	95%	0%	1%	1%	2%	0%	F	NA			54000	(
	To:		13 Military	Hwy		1										
Vorth	City of Change also (Maint CA)			·	0.407	-	20/	40/	207	00/	_	0.40	_		2022	,
464	City of Chesapeake (Maint: 64)	1.06	24000	G	94%	0%	2%	1%	3%	0%	С	0.12	F		28000	(
	Combined Traffic Estimates for 2 Parallel Roadways or			G	93%	0%	2%	1%	3%	0%	С	NA			51000	(
North	To: From:	I	Freeman Av	ve												
North 464	City of Chesapeake (Maint: 64)	1.89	23000	Α	95%	0%	1%	1%	2%	0%	С	0.16	Α		27000	A
\smile	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	43000	Α	95%	0%	1%	1%	2%	0%	С	0.11	Α	0.765	50000	A
	To:	SR 3	37 Poindex	ter St												

2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			or Criesap	eake				Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	· QI
lorth	From:	SR 3	37 Poindext	er St		1	27 040	017040	TTTG	211011		1 40101		1 40101		
164)	City of Chesapeake (Maint: 64)	0.76	24000	G	95%	0%	1%	1%	2%	0%	F	0.118	F		28000	(
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	44000	G	95%	0%	1%	1%	2%	0%	F	NA			51000	(
	To:		CL Norfolk	ζ												
uth	From:	U	S 17; SR 16	i8												
64) (17)	City of Chesapeake (Maint: 64)	0.18	30000	G	95%	0%	1%	1%	3%	0%	F	0.104	F		34000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	50000	G	95%	0%	1%	1%	2%	0%	F	NA			57000	
	T _O : From:		I-64			}										
uth 64)	City of Chesapeake (Maint: 64)	0.98	21000	G	95%	0%	1%	1%	3%	0%	F	0.123	F		24000	
04)	Combined Traffic Estimates for 2 Parallel Roadway			G	95%	0%	1%	1%	2%	0%	F	NA	•		54000	
	To:				3070	7	170	170	270	070	•	14/			04000	
uth	From:		13 Military I													
64)	City of Chesapeake (Maint: 64)		20000	G	93%	0%	2%	1%	4%	0%	С	0.111	F		23000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	44000	G	93%	0%	2%	1%	3%	0%	С	NA			51000	
uth	To:	Fre	eman Aven	ue		}										
64)	City of Chesapeake (Maint: 64)	2.01	20000	Α	95%	0%	1%	1%	3%	0%	С	0.141	Α		23000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	43000	Α	95%	0%	1%	1%	2%	0%	С	0.11	Α	0.765	50000	
	Tac	C	ollector Roa	nd		1										
uth	From:				050/		40/	40/	20/	00/	_	0.440	F		00000	
64)	City of Chesapeake (Maint: 64)		20000	G	95%	0%	1%	1%	3%	0%		0.112	г		23000	
	Combined Traffic Estimates for 2 Parallel Roadway		SCL Norfolk	G	95%	0% 7	1%	1%	2%	0%	г	NA			51000	
204	From:		VCL Suffolk			1										
64)	City of Chesapeake (Maint: 64)		33000	G	93%	┛ 0%	1%	1%	5%	0%	F	0.108	F		36000	
64)	Combined Traffic Estimates for 2 Parallel Roadway			G	93%	0%	1%	1%	5%	0%	F	NA	•		71000	
	To:		59 Pughsvill			٦	. , 0	. , 0	0,0	0,0	•					
ast	From:															
64)	City of Chesapeake (Maint: 64)		37000	G	93%	0%	1%	1%	5%	0%	F	0.098	F		40000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	72000	G	93%	0%	1%	1%	5%	0%	F	NA			78000	
ast	To: From:	SR 337	7 Portsmoutl	h Blvd		}—										
64)	City of Chesapeake (Maint: 64)	1.10	37000	G	93%	0%	1%	1%	5%	0%	F	0.095	F		40000	
9	Combined Traffic Estimates for 2 Parallel Roadway		72000	G	93%	0%	1%	1%	5%	0%	F	NA			78000	
	т.		Dock Landir													
ast	From:					_					_		_			
64)	City of Chesapeake (Maint: 64)		39000	G	93%	0%	1%	1%	5%	0%	F -	0.100	F		43000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	77000	G	93%	0%	1%	1%	5%	0%	F	NA			84000	
ast	To: From:		US 58			}—										
64)	City of Chesapeake (Maint: 64)	1.13	48000	G	93%	0%	1%	1%	5%	0%	F	0.094	F		52000	
	Combined Traffic Estimates for 2 Parallel Roadway		97000	G	93%	0%	1%	1%	5%	0%	F	NA			106000	
	Tar		S 460, US1		00,0	٦ <i>٠</i> ٠٠	. , 3	.,,	0,0	0,0	•				.00000	

2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

				ouno				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	Į	JS 460, US1	3												
664)	City of Chesapeake (Maint: 64)	0.73	53000	G	93%	0%	1%	1%	5%	0%	F	0.108	F		58000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	102000	G	93%	0%	1%	1%	5%	0%	F	NA			111000	G
	To:		I-64, I-264													
West	From:	,	WCL Suffoll	ζ.												
West 664	City of Chesapeake (Maint: 64)	0.62	32000	G	93%	0%	1%	1%	5%	0%	F	0.089	F		35000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	65000	G	93%	0%	1%	1%	5%	0%	F	NA			71000	G
147	To:	64-65	9 Pughsville	Road		1										
West 664	City of Chesapeake (Maint: 64)	2.10	35000	G	93%	0%	1%	1%	5%	0%	_	0.086	F		38000	G
664	, , ,	_			93%	0%	1%		5%	0%	-	NA	-			
	Combined Traffic Estimates for 2 Parallel Roadways o			G	93%	U%	1%	1%	5%	0%	Г	INA			78000	G
West	To: From:	SR 33	7 Portsmout	h Blvd												
664)	City of Chesapeake (Maint: 64)	1.03	35000	G	93%	0%	1%	1%	5%	0%	F	0.089	F		38000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	72000	G	93%	0%	1%	1%	5%	0%	F	NA			78000	G
	To	64-663	Dock Landii	ng Road		1										
West 664	From:				2001	_	407	407	5 0/	00/	_		_		44000	_
664	City of Chesapeake (Maint: 64)	1.48	38000	G	93%	0%	1%	1%	5%	0%	F -	0.093	F		41000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	77000	G	93%	0%	1%	1%	5%	0%	F	NA			84000	G
Wost	To: From:		US 58]										
West 664	City of Chesapeake (Maint: 64)	1.21	49000	G	93%	0%	1%	1%	5%	0%	F	0.087	F		54000	G
•••	Combined Traffic Estimates for 2 Parallel Roadways of			G	93%	0%	1%	1%	5%	0%	F	NA			106000	
	To:		I-64, I-264		2270	7	. 70	. 70	270	270	•				.00000	Ū

						City of Chesapeake								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				_										
1 Towne Point Rd	0.07	23000	G	98% To:	1% 124-8	Churchland Blvd 0% 0% 0% 3520 JB-131 NCL Chesapeake	0%	F	0.096	F	0.521	24000	G	2004
2 Backwoods Rd	0.73	1400	G	98% To:	0%	JB-131-NC State Line 1% 0% 0% 131-8796 Ballahack Rd	0%	С	0.107	F	0.895	1500	G	2004
3 Douglas Rd	2.95	110	G	98% To:	1%	George Washington Hwy 0% 0% 0% Benefit Rd	0%	С	0.139	F	0.706	110	G	2004
4 Indian Creek Rd	5.92	1700	G	94% To:	1%	Battlefield Blvd 2% 1% 2% WCL Virginia Beach	0%	С	0.096	F	0.503	1800	G	2004
5 Crossways Blvd	0.32	12000	G	From: 99% To:	0%	Volvo Pkwy 0% 0% 0% Eden Way North	0%	С	0.099	F	0.546	12000	G	2004
6 Woodlake Dr	0.23	20000	G	98% To:	1%	Greenbriar Pkwy 1% 0% 1% Old Greenbriar Pkwy	0%	С	0.092	F	0.772	22000	G	2004
7 Old Greenbriar Rd	0.43	12000	G	97%	1%	Woodlake Dr 1% 0% 1%	0%	С	0.089	F	0.61	13000	G	2004
7 Old Greenbriar	0.46	4700	G	98% To:	1%	Military Hwy 1% 0% 0% Providence Rd	0%	F	0.095	F	0.524	5100	G	2004
8 Bunch Walnuts Rd	3.01	1000	G	98% To:	0%	Ballahack Rd 1% 0% 1% Benefit Rd	0%	С	0.099	F	0.569	1100	G	2004
9 Paramont Ave	1.11	6700	G	98% To:	0%	WCL Va Beach 1% 1% 0% Military Hwy	0%	С	0.088	F	0.526	7200	G	2004
(10) Sign Pine Rd	1.73	1700	G	98% To:	1%	Benefit Rd 1% 0% 0% Battlefield Blvd	0%	С	0.099	F	0.809	1900	G	2004
(11) Campostella Rd	0.44	14000	G	96%	0%	8 Battlefield Blvd, Atlantic Av 1% 1% 2%	ve 0%	F	0.087	F	0.536	15000	G	2004
(11) Campostella Rd	1.34	14000	G	96% To:	0%	131-8640 Providence Rd 1% 1% 2% R 246 Liberty St; Border Rd	0%	F	0.085	F	0.503	15000	G	2004
(8524) Churchland Blvd	0.57	5800	G	98%	0%	Western Branch Blvd 1% 0% 0% Towne Point Rd	0%	С	0.087	F	0.516	6300	G	2004
Churchland Blvd	0.09	14000	G	98% To:	0%	1% 0% 0% WCL Portsmouth SR 191 Jolliff Rd	0%	F	0.089	F	0.511	16000	G	2004
8527) Dock Landing Rd	0.27	5300	G	98%	0%	1% 0% 0% I-664	0%	F	0.078	F	0.502	5800	G	2004
(8527) Dock Landing Rd (8527) Dock Landing Rd	0.89	5700 5500	G G	98% To- From: 98%	1%	1% 0% 0% Eagle Hill Dr 1% 0% 0%	0%	C F	0.095	F 	0.668	6200 5900	G G	2004
(8527) Dock Landing Rd	2.23	6100	G	From: 98%	1%	Devon Dr 1% 0% 0%	0%	С	0.094	F	0.529	6600	G	2004
(8529) Pughsville Rd	0.84	6800	G	From: 91%	0%	SR 337 Portsmouth Blvd 61-659; CL Suffolk 1% 2% 6% I-664	0%	С	0.081	F	0.548	7400	G	2004

						City of Chesapeake								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake														
<u> </u>			_	From:		I-664				_			_	
(8529) Pughsville Rd	0.17	19000	G	98%	0%	1% 0% 0%	0%	С	0.087	F	0.587	20000	G	2004
<u> </u>				To: From:		131-8530; Taylor Rd								
8529) Taylor Rd	1.65	17000	G	98%	0%	Pughsville Rd 1% 0% 0%	0%	F	0.092	F	0.542	19000	G	2004
(8529) Taylor Rd	1.00	17000	G	90 /0 To:	0 /0	US 17	076		0.092		0.542	19000	G	2004
O = 1 = 51	4.70		_	From:	00/	SR 337 Portsmouth Blvd	00/	_	0.444	_	0.500	0.4000	_	000
(8530) Taylor Rd	1.70	22000	G	97%	0%	1% 0% 1%	0%	С	0.114	F	0.526	24000	G	2004
				To: From:		Bruce Rd								
8530) Taylor Rd	0.29	21000	G	97%	0%	1% 0% 1%	0%	F	0.112	F	0.568	22000	G	2004
\cup				To:		131-8529 Pughsville Rd								
				From:		Taylor Rd	1							
8531) Dunedin Dr	0.99	1600	G	97%	1%	1% 0% 0%	0%	С	0.096	F	0.51	1700	G	2004
				To:		Western Branch Blvd								
				From:		Taylor Rd								
8532) Bruce Rd	1.54	12000	G	99%	0%	0% 0% 0%	0%	С	0.095	F	0.518	13000	G	2004
6532 BIGGO 11G	1.04	12000	Ū	To:	070	Tyre Neck Rd	070	Ü	0.000	•	0.010	10000	Ü	200-
				From:		Bruce St								
8532) Tyre Neck Rd	1.26	11000	G	97%	0%	2% 0% 1%	0%	С	0.093	F	0.551	12000	G	2004
				To		WCL Portsmouth								
				From:		Gust La	 1							
8547) Deep Creek Blvd	0.60	4400	G	99%	0%	0% 0% 0%	0%	С	0.09	F	0.614	4700	G	2004
0347) = 004 01 01 01 01 01			_	To:		SCL Portsmouth		_					_	
				From:		US 460								
8591) Liberty Street	0.40	NA				US 400			NA			NA		
(8591) Liberty Street	0.40	INA		To:		SCL Norfolk	1		INA			INA		
O 5			_	From:		ECL Norfolk		_		_				
8592) Berkley Ave	0.39	1800	G	99%	0%	0% 0% 0%	0%	С	0.082	F	0.579	2000	G	2004
				To:		Wingfield Ave								
				From:		Bank Street								
8596 Rosemont Ave	0.13	NA							NA			NA		
\bigcirc				To:		Hill Street								
\bigcirc 5	0.07	=	_	From:	00/	Hill St	00/	_	0.000	_	0.554	200	_	000
(8596) Rosemont Ave	0.37	760	G	86%	0%	2% 1% 11%	0%	С	0.083	F	0.551	820	G	2004
				110"		US 460 Bainbridge Blvd	l l							
				From:		Bainbridge Blvd								
8597) Chesapeake Dr	0.45	2800	G	99%	0%	0% 0% 0%	0%	С	0.089	F	0.595	3000	G	2004
				To:		Chesapeake Ave								
				From:		Buell St								
8598 Freeman Ave	0.65	3800	G	61%	1%	4% 7% 28%	0%	С	0.084	F	0.691	4100	G	2004
\bigcirc				To:		I-464								
8598 Freeman Ave	0.25	7100	G	From: 61%	1%	4% 7% 28%	0%	F	0.085	F	0.585	7700	G	2004
(8598) Freeman Ave	0.20	7.00	Ū	To:	170	Bainbridge Blvd	070	•	0.000	•	0.000	7700	Ü	200-
O	4.04	40000	_	From:	407	Military Hwy	00/	_	0.000	_	0.505	40000	_	000
8599 Cavalier Blvd	1.24	12000	G	86%	1%	2% 3% 8%	0%	С	0.093	F	0.565	13000	G	2004
				To:		SCL Portsmouth								-
<u> </u>				From:		Military Hwy								
8601) Deep Creek Blvd	0.94	3400	G	97%	1%	1% 1% 0%	0%	С	0.083	F	0.658	3700	G	2004
$\overline{}$				To:		Gust La								
0		0400	_	From:	001	Deep Creek Blvd	001	_	0.00:	_	0.545	0000	^	000
(8601) Gust La	0.44	6100	G	99%	0%	0% 0% 0%	0%	С	0.084	F	0.549	6600	G	2004
				To:		SCL Portsmouth								
				From:		Sir Galahad Dr								
(8602) Camelot Blvd	0.59	9400	G	98%	1%	1% 1% 0%	0%	С	0.077	F	0.522	10000	G	2004
\bigcirc				To		Deep Creek Blvd								
8602) Camelot Blvd	0.32	4700	G	From: 86%	1%	2% 3% 8%	0%	F	0.072	F	0.601	5100	G	2004
OUUZ GATICIOL DIVU	0.52	71 00	-		1 /0		0 /0	'	0.012	'	0.001	3100	J	2004
Camelot Blvd	0.32	4/00	G	86% To:	1%	2% 3% 8% George Washington Hwy	υ%	F	0.072	F	0.001	5100	G	ZUU4

						City of Chesap	eake								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
O 0 11 D 1				From:		Military Hwy					_				
(8604) Galberry Rd	2.41	2900	G	98%	0%	1% 1%	0%	0%	С	0.145	F	0.806	3200	G	2004
<u> </u>			_	To: From:		5 17 George Washin		-							
(8604) Shell Rd	0.87	5600	G	99%	0%	0% 0%	0%	0%	F	0.103	F	0.51	6000	G	2004
<u> </u>				From:		Firman St									
(8604) Shell Rd	0.81	4700	G	98%	1%	1% 0%	0%	0%	С	0.105	F	0.685	5100	G	2004
<u> </u>				To-		Canal Dr									
(8604) Shell Rd	1.12	2300	G	99%	0%	0% 0%	0%	0%	F	0.126	F	0.797	2500	G	2004
<u> </u>				To:		Military Hwy	<u> </u>								
O			_	From:		Shell Rd			_		_			_	
(8605) Canal Dr Ext	0.51	4900	G	98% To:	1%	1% 0%	0%	0%	С	0.106	F	0.584	5400	G	2004
						Military Hwy									
8622) Portlock Rd	0.00	5000	_	From:	00/	Bainbridge Blv		00/	_	0.005	_	0.504	F 400	0	2004
(8622) PORTIOCK Rd	0.89	5000	G	98% To:	0%	1% 1% Campostella R	0% d	0%	С	0.095	F	0.581	5400	G	2004
				From:											
8635) Dunbarton Rd	0.06	3800	G	98%	1%	Providence Ro	0%	0%	F	0.142	F	0.512	4100	G	2004
(8635) Duribartori 11a	0.00	0000	•	To	170				•	0.112	•	0.012	1100	Ū	200 1
8635) Dunbarton Rd	0.18	1700	G	98%	1%	Longdale Cresc 1% 0%	ent 0%	0%	С	0.099	F	0.629	1800	G	2004
(8635) Dunbarton Rd	0.10	1700	G	90 /6	1 /0			0 /0	C	0.099	Г	0.029	1000	G	2004
Durch auton Dd	0.40	740		From:	40/	Crown Crescer				0.405		0.500	700		2004
8635 Dunbarton Rd	0.16	710	G	98% To:	1%	1% 0% Longdale Cresc	0%	0%	F	0.105	F	0.528	760	G	2004
				From:				1							
8640) Providence Rd	1.55	18000	G	99%	0%	Campostella R	0%	0%	F	0.093	F	0.522	20000	G	2004
Providence Rd	1.00	10000	Ū	70 70	070		070		•	0.000	•	0.022	20000	Ü	2004
8640) Providence Rd	0.99	16000	G	From: 99%	0%	Angora Dr 0% 0%	0%	0%	С	0.099	F	0.55	18000	G	2004
(8640) Providence Rd	0.33	10000	0	To:	070	WCL Virginia Bo		070	C	0.033	'	0.55	10000	G	2004
				From:		Military Hwy									
8645) Sparrow Rd	0.23	5900	G	98%	0%	0% 0%	0%	0%	F	0.093	F	0.564	6400	G	2004
				To:		Providence Re	4								
(8645) Sparrow Rd	0.84	9600	G	From: 98%	0%	0% 0%	0%	0%	С	0.087	F	0.520	10000	G	2004
(8043) Spairs II 1 ta	0.0 .		•	To	0,0					0.00.	•	0.020	.0000		
8645) Sparrow Rd	0.57	3600	G	From: 98%	0%	Indian River R	0%	0%	F	0.095	F	0.552	3900	G	2004
(8645) Sparrow Rd	0.57	3000	J		070			070	į	0.000	'	0.002	3300	J	2004
(8645) Sparrow Rd	0.20	1700	G	From: 98%	00/	Little Beaver F	0%	0%	F	0.101	F	0.554	1800	G	2004
Sparrow Rd	0.28	1700	G	90 /6 To:	0%	Goldcrest Dr		0 /6		0.101		0.554	1000	G	2004
				From:		SR 168 Campostel									
(8647) Border Rd	0.47	5500	G	99%	0%	1% 1%	0%	0%	С	0.094	F	0.526	5900	G	2004
6647) 267467 714	· · · ·		_	To:	0,0	Wingfield Av				0.00	•	0.020	0000		
\sim				From:		Border Rd									
(8647) Wingfield Ave	0.08	NA								NA			NA		
<u> </u>				To- From:		131-8592 Berkley	Ave								
(8647) Wingfield Ave	0.48	2500	G	99%	0%	1% 0%	0%	0%	С	0.099	F	0.527	2700	G	2004
				To: From:		Tatemstown R									
(8647) Tatemstown Rd	0.34	4000	G	99%	0%	Wingfield Av	0%	0%	С	0.095	F	0.56	4300	G	2004
1 atemstown Rd	0.01		-	To·		SR 407 Indian Riv			-	2.000	•			-	
				From:		Battlefield Bly									
(8648) Albemarle Dr	1.19	4000	G	99%	0%	0% 0%	0%	0%	С	0.092	F	0.863	4400	G	2004
				To:		Cedar Rd									
				From:		Mt Pleasant									
\sim			_	000/	007				_		_			_	
(8649) Woodford Dr	0.28	300	G	99%	0%	0% 0%	0%	0%	С	0.102	F	0.531	320	G	2004

						City of Chesape	ane								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			(.)(:	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				- 1											
Cornick Ave	0.14	920	•	From:	Λ0/	Walnut Ave	00/	09/	_	0.12	_	0.567	000	C	2004
(8650) Cornick Ave	0.14	830	G	99%	0%	0% 0%	0%	0%	F	0.12	F	0.567	900	G	2004
<u> </u>				To: From:		Oleander Ave								_	
(8650) Walnut Ave	0.60	1200	G	99%	0%	0% 0%	0%	0%	С	0.104	F	0.535	1300	G	2004
<u> </u>				To:		Sparrow Rd									
^				From:		Douglas Rd									
(8653) West Road	0.79	310	G	95%	2%	2% 1%	1%	0%	F	0.111	F	0.639	340	G	2004
				To: From:		Benefit Road									
(8653) West Rd	5.27	1900	G	95%	2%	2% 1%	1%	0%	С	0.101	F	0.572	2000	G	2004
				To:		Dominion Blvo	l								
				From:		Benefit Rd		1							
8655) Shilelagh Rd	6.96	1200	G	97%	1%	1% 0%	0%	0%	С	0.094	F	0.628	1300	G	2004
(8655) Shilelagh Rd	0.00			To:	.,,	Dominion Blvo		0,0		0.00	•	0.020		•	
				From:				1							
8656) Benefit Rd	1.96	1600	G	95%	1%	Battlefield Blvd	0%	0%	С	0.094	F	0.554	1700	G	2004
Benefit Rd	1.50	1000	J	3370	1 70	370 170	070	070	O	0.054	•	0.554	1700	O	2004
<u> </u>				From:		Sign Pine Rd									
(8656) Benefit Rd	1.92	1700	G	95%	1%	3% 1%	0%	0%	F	0.1	F	0.541	1800	G	2004
<u> </u>				To: From:		Johnstown Rd		1							
8656) Benefit Rd	3.16	800	G	97%	0%	2% 0%	1%	0%	С	0.097	F	0.658	870	G	2004
				To:		Douglas Rd									
				From:		SR 168 Atlantic A	ve								
8657) Old Atlantic Ave	0.31	5800	G	97%	0%	2% 0%	1%	0%	F	0.090	F	0.521	6200	G	2004
				To											
Casasada Divid	0.44	4000	_	From:	00/	SR 246 Liberty S				0.40	_	0.705	4400		0004
(8657) Cascade Blvd	0.44	1000	G	97% To:	0%	2% 0%	1%	0%	F	0.13	F	0.725	1100	G	2004
						SR 168 Campostell	ака								
O			_	From:		Bainbridge Blv			_		_			_	
(8658) Booker St	0.58	970	G	96%	2%	2% 0%	0%	0%	С	0.124	F	0.53	1100	G	2004
<u> </u>				To:		Greatbridge Blv	d								
				From:	E	BUS SR 168 Battlefie	ld Blvd								
(8661) Centerfield Tnpk	3.99	6200	G	96%	0%	1% 2%	0%	0%	С	0.086	F	0.650	6800	G	2004
$\overline{}$				To		Murray Dr									
(8661) Centerville Tnpk	2.06	12000	G	96%	0%	1% 3%	0%	0%	С	0.085	F	0.626	13000	G	2004
'				т.,											
Conton illa Tank	4.42	46000		From:	00/	Waterway Circl		00/		0.000		0.622	17000		2004
8661 Centerville Tnpk	1.13	16000	G	97% To:	0%	1% 1%	0%	0%	F	0.092	F	0.633	17000	G	2004
				From:		Butts Station R		-							
(8661) Centerville Tnpk	0.46	9100	G	97%	0%	1% 1%	0%	0%	С	0.089	F	0.600	9800	G	2004
(0001)				To:		131-8805 Elbow			_		•			_	
				From:		Elbow Rd									
(8661) Centerville Tnpk	1.76	7700	G	97%	0%	1% 1%	0%	0%	F	0.084	F	0.588	8300	G	2004
\bigcirc				To:		ECL Va Beach	l								
				From:		Kempsville Rd									
(8662) Green Tree Rd	0.73	5900	G	98%	0%	1% 0%	0%	0%	С	0.109	F	0.563	6400	G	2004
(0002)				To:		Oak Grove Rd									
				From:		Battlefield Blvd	1								
8662) Oak Grove Rd	0.86	7400	G	98%	0%	1% 0%	1%	0%	С	0.098	F	0.587	8000	G	2004
\bigcirc				To:		Green Tree Rd									
				From:		Benefit Rd		Ī		· ·					
(8663) Johnstown Rd	5.94	3500	G	98%	0%	1% 0%	0%	0%	С	0.094	F	0.615	3800	G	2004
	-	-		To:		Battlefield Blvd			-	-		-			- "
				From:				1							
(8664) Woodbridge Dr	0.19	1000	G	100%	0%	Johnstown Rd 0% 0%	0%	0%	С	0.104	F	0.604	1100	G	2004
(8664) Woodbridge Dr	0.19	1000	G	To:	U 70	Briarfield Dr	U /0	0 /0	C	0.104	Γ'	0.004	1100	G	2004
				From:		Woodbridge D:	r								
(8664) Briarfield Dr	0.68	2400	G	99%	0%	0% 0%	0%	0%	С	0.104	F	0.521	2600	G	2004
	0.00		-	To:	3,0	Cedar Rd	- 70		•		•		_555	-	_30.
						Coda 1xd									

						City of Che	esapeake								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Truck +Axle 1Tra	il 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
O Doubleston Dd	0.05	7000	_	From:		Provide	nce Rd			0.405	_	0.000	7700	_	000
Dunbarton Rd	0.65	7200	G							0.105	F	0.603	7700	G	2004
$\overline{}$				To: From:		US 13 Mil									
(8665) Greenbrier Pkwy	0.50	34000	G	98%	0%	1%	1% 0%	0%	F	0.086	F	0.556	37000	G	2004
<u> </u>				To: From:		I-6	4								
8665) Greenbrier Pkwy	0.94	77000	G	98%	0%	1%	1% 0%	0%	F	0.088	F	0.536	84000	G	200
<u> </u>				To: From:		Eden	Way								
Greenbrier Pkwy	0.42	42000	G	98%	0%	1%	1% 0%	0%	F	0.083	F	0.568	45000	G	200
<u> </u>				To:		Volvo	Pkwv								
Greenbrier Pkwy	1.78	22000	G	From: 98%	0%		1% 0%	0%	С	0.098	F	0.682	24000	G	200
				To:		SR 190 Ken	anovilla Pd	1							
Butts Station Rd	2.08	11000	G	96%	0%		2% 1%	0%	С	0.104	F	0.681	12000	G	2004
5005) 2 4110 6 1411011 7 14	2.00			To:		131-8661 Cent		0,0	•	0	•	0.00.	000	•	_00
				From:		WCL Va									
Blackwater Rd	2.62	2900	G	94%	1%		3% 1%	0%	С	0.094	F	0.661	3100	G	2004
3007)				To:		Fentress A									
				From:		Blackwa									
Fentress Airfield Rd	0.15	4500	G	95%	0%		2% 1%	0%	С	0.1	F	0.709	4900	G	2004
<u> </u>				To-		SR 165 Mt F	'leasant Rd								
\sim				From:		Battlefie									
Hickory Rd East	0.81	3000	G	98%	0%	1%	0% 1%	0%	С	0.146	F	0.655	3200	G	200
				To: From:		Centervil	le Tnpk								
Head Of River Rd	4.89	1200	G	96%	0%	2%	1% 1%	0%	С	0.099	F	0.642	1300	G	200
				To:		WCL Virgi	nia Beach								
_				From:		Battlefie	ld Blvd								
Ashley Rd	0.42	3200	G	99%	0%	1%	0% 0%	0%	С	0.088	F	0.579	3500	G	200
<u> </u>				To:		Mt Pleas	sant Rd								
				From:		Campost	tella Rd								
S ₆₉₅ Lindale Dr	0.70	3400	G	98%	0%	1%	0% 0%	0%	С	0.095	F	0.692	3700	G	200
<u> </u>				To: From:		Debau									
Debaun Ave	0.33	4500	G	97%	1%	Lindal 1%		0%	С	0.085	F	0.576	4900	G	200
Debaun Ave	0.33	4300	G	91 70 To:	170	Battlefie		076	C	0.065	Г	0.576	4900	G	200
				From:											
Nolvo Pkwy	0.30	850	G	99%	0%	Crystalwo 0%	0% 0%	0%	F	0.109	F	0.553	920	G	200
Volvo Pkwy	0.30	650	G	99 /6	0 /0	0 /0	076 076	0 /0		0.109	-	0.555	920	G	200
				From:		Byron									
Nolvo Pkwy	0.26	9200	G	99%	0%	0%	0% 0%	0%	С	0.099	F	0.670	10000	G	200
<u> </u>				To: From:		Independe	nce Pkwy								
Nolvo Pkwy	0.25	13000	G	99%	0%	0%	0% 0%	0%	F	0.096	F	0.658	14000	G	200
<u> </u>				To: From:		Battlefie	ld Blvd								
Nolvo Pkwy	1.38	26000	G	98%	0%		0% 1%	0%	С	0.096	F	0.571	29000	G	200
				To:		Greenbrie	er Pkwy								
	0.45	04000	_	From:	00/	Greenbri		00/	_		_	0.004	00000	•	000
Volvo Pkwy	0.45	21000	G	98% To:	0%		0% 1%	0%	F	0.096	F	0.664	23000	G	200
					31-8806	Eden Way: 87	Way 717-Volvo PKV	VY: 880							
Volvo Parkway	1.49	25000	G	98%	0%		0% 1%	0%	F	0.102	F	0.668	27000	G	200
,			-	To		Masters			•		-				
				From:	_	Dockland									
Coffman Blvd	0.70	1700	G	97%	1%		0% 1%	0%	С	0.109	F	0.525	1900	G	200
,,,,,	00		_	To:	. 70	Portsmou		7,0	•	500	•	2.020	.000	•	_00
				From:		Great Brid									
Campostella Rd	1.34	6600	G	97%	1%		1% 0%	0%	С	0.087	F	0.637	7200	G	200
5705) Campootolia Na	1.04	2000	3	- F	1 /0				0	5.557	•	0.001	7200	J	200
Compostella D-l	1.00	12000	^	From:	40/	Military		007		0.4		0.600	12000	^	200
Campostella Rd	1.06	12000	G	97% To:	1%		1% 0%	0%	F	0.1	F	0.638	13000	G	2004
				10.		Battlefie	ıa Biva								

Roule Length AADT QA 4The Sus SAAG SAAG 1Thing ZThing							City of Chesape	ake								
Secondary Company Co	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
Part Chesapeaske Ave	City of Chesapeake															
Chesapeake Ave	(8771) Virginia Ave	0.50	1100	G	99%	0%	1% 0%	0%	0%	С	0.096	F	0.548	1200	G	2004
Park Ave					From:											
Chesapeake Ave	(8771) Chesapeake Ave	1.12	3600	G	To:	0%		0%	0%	С	0.101	F	0.616	3900	G	2004
	(8771) Chesapeake Ave	0.41	2700	G	99%	0%	1% 0%	0%	0%	F	0.099	F	0.562	2900	G	2004
Park Ave 0.37 1600 G 99% 0% 0% 1% 0% 0% 0% 0% 0					From:			1	<u>!</u>							
Park Ave 0.35	8776) Park Ave	0.37	1600	G		0%			0%	С	0.097	F	0.595	1800	G	2004
	<u></u>	0.05	4400	_		00/					0.000		0.004	4700		2224
	(8776) Park Ave	0.35	4400	G		0%		0%	0%	F	0.098	F	0.631	4700	G	2004
Barlishack Rd									l							
First	8778) Barnes Rd	0.45	870	G	57%	0%	1% 2%		0%	С	0.101	F	0.571	940	G	2004
Seal Ballahack Rd																
Columb C	Dellata at D	44.70	000	_	<u> </u>	001			001	^	0.407	_	0.50	750	_	0004
Secondary Seco	(8796) Ballahack Rd	11./2	690	G	To:	0%			0%	C	0.107	F	0.52	750	G	2004
SR 108 S	(8796)	0.10	690	N		0%	2% 0%	1%	0%	Ν	0.107	Ν	0.52	750	Ν	2004
Second Proper Hill Rd Co.23 12000 Go. 98% O% 1% O% O% O% O% O% O	<u> </u>				To:		SR 168									
The control of the					From:		W Branch Blvd									
See See	(8797) Poplar Hill Rd	0.23	12000	G	98%	0%	1% 0%	0%	0%	С	0.094	F	0.524	13000	G	2004
See See	\cup				To:		Churchland Blvo	i								
					From:		Cedar Rd									
Second Mailwille Rd 0.36 7300 G 99% 0% 0% 1% 0% 0% 0% 0% 0	(8798) Bells Mill Rd	2.38	1600	G	97%	0%	1% 1%	1%	0%	С	0.091	F	0.539	1700	G	2004
Waters Rd 0.36 7300 G 99% 0% 0% 0% 0% 0% 0% 0					To:		Cedar Rd									
Second Millville Rd	_				From:		Washington Dr									
Second Hambury Rd	(8799) Waters Rd	0.36	7300	G	99%	0%	0% 1%	0%	0%	С	0.089	F	0.598	7800	G	2004
Shipyard Rd	<u> </u>				To:		Cedar Rd 165									
Shipyard Rd					From:		Cedar Rd									
Shipyard Rd 1.05 1600 G 98% 1% 1% 0% 0% 0% 0% 0% 0	(8800) Millville Rd	1.11	860	G		0%	1% 3%	1%	0%	С	0.094	F	0.518	930	G	2004
Shipyard Rd 1.05 1600 G 98% 1% 1% 0% 0% 0% 0% 0% 0	$\overline{}$				To:		Burson Dr		J							
Burson Dr					<u> </u>		Cedar Rd									
Secondary Rd 1.00 7600 G 99% 0% 1% 0% 0% 0% 0% 0% 0	(8801) Shipyard Rd	1.05	1600	G		1%		0%	0%	С	0.087	F	0.571	1800	G	2004
Hanbury Rd 1.00 7600 G 99% 0% 1% 0% 0% 0% 0% 0% 0					To:		Burson Dr									
Remark Secondary Free Settlefield Rd Secondary Free Settlefield Rd Secondary Free Settlefield Rd Secondary Seconda	O															
Battlefield Blvd Battlefield Blvd Battlefield Blvd C 0.097 F 0.583 2400 G 2004	(8802) Hanbury Rd	1.00	7600	G		0%		0%	0%	С	0.108	F	0.633	8200	G	2004
B803 Hillwell Rd 2.36 2200 G 98% 0% 1% 0% 0% 0% 0% 0% 0									<u> </u>							
Mt Pleasant Rd	O 1177 1170 1	0.00		_		00/			00/	_	0.007	_	0.500	0.400	_	0004
Region R	(8803) Hillwell Rd	2.36	2200	G		0%			0%	С	0.097	F	0.583	2400	G	2004
Secondary February February																
Centerville Tripk Cent	C Factor 51	4.00	0500	_		001			001	^	0.404	_	0.000	0000	_	0004
State Stat	(8804) Fentress Rd	1.80	3500	G		υ%			υ%	C	0.104	۲	0.608	3800	G	2004
Second S																
WCL Virginia Beach From: Volvo Pkwy Wolvo Pkwy	Elbow Dd	2.05	E400	_		00/			00/	_	0.440	г	0.647	EEOO	0	2004
Result R	(8805) EIDOW KO	3.05	5100	G	_	υ%			υ%	C	0.118	г	0.017	ວວບບ	G	2004
Same Eden Way N 0.49 10000 G 99% 1% 0% 0% 0% 0% 0% F 0.104 F 0.576 11000 G 2004								W11								
Second Way N O.68 16000 G 99% 1% 0% 0% 0% 0% 0% C 0.098 F 0.604 17000 G 2004	Fden May N	0.40	10000	G		10/		Λ0/	00/	E	0.104	_	0.576	11000	G	2004
Eden Way N 0.68 16000 G 99% 1% 0% 0% 0% 0% C 0.098 F 0.604 17000 G 2004 (8806) Eden Way N 0.85 13000 G 99% 1% 0% 0% 0% 0% F 0.102 F 0.633 14000 G 2004	(8806) LUCIT VV AY IN	0.49	10000	G	9970 ——	1 70			U70	Г	0.104	r	0.576	11000	G	2004
Same Sign	O = 1 . W			-												
(8806) Eden Way N 0.85 13000 G 99% 1% 0% 0% 0% 0% F 0.102 F 0.633 14000 G 2004	(8806) Eden Way N	0.68	16000	G	99%	1%	0% 0%	0%	0%	С	0.098	F	0.604	17000	G	2004
(8806) Eden Way N 0.85 13000 G 99 <u>% 1% 0% 0% 0% 0%</u> F 0.102 F 0.633 14000 G 2004	<u> </u>				To: From:		Greenbrier Pkwy	у								
To: Volvo Penta Dr	(8806) Eden Way N	0.85	13000	G	99%	1%			0%	F	0.102	F	0.633	14000	G	2004
	$\overline{}$				To:		Volvo Penta Dr									

Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	$ \alpha$	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Chesapeake			From:	Bainbridge Blvd	i						
Anne Ave	NA		<u> </u>	Dambridge Divd	J	NA			NA		
			To	Arlie Street	1						
			From:	Canal Dr	i						
Baywood Trail	380	G			•	0.234	F	0.613	380	G	2004
			To:	Meiggs Rd							
			From:	Centerville Turnpike South							
Beaverdam Road	390	G	98%	0% 1% 0% 0% 0%	С	0.101	F	0.718	390	G	2004
			To:	Long Ridge Rd							
5	0.40	_	From:	Willow Oak Dr	j	0.440	_		070	_	000
Beckley La	340	G	To:	Grantham Lane	1	0.142	F		370	G	2004
			From:		l						
Birchleaf Rd	150	G	110.11.	Brier Cliff Crest	J	0.152	F		160	G	2004
Direffical Ita	150	J	To:	Mill Pond Dr	1	0.102	'		100	J	200-
			From:	Shipyard Rd							
Burson Dr	NA		J	Simp yand Ped	ā.	NA			NA		
			To:	Orangewood Rd]						
			From:	Denver Ave							
Chatanooga St	490	G			-	0.099	F		520	G	2004
			To-	Waters Rd							
			From:	Battlefield Blvd							
Coastal Way	1200	G			-	0.115	F		1300	G	2004
			To:	Sams Dr							
	.=		From:	Cedar Rd	ļ		_				
Conquest Dr	1500	G	To:	Allowers als De Class	1	0.153	F		1700	G	2004
				Albermarle Dr Shea							
Conrad Ave	1300	G	From:	G.Washington Hwy	l	0.093	F		1500	<u></u>	2004
Corifac Ave	1300	G	To:	Butler St	1	0.093			1300	G	2004
			From:	Gibson Drive	! I						
Cottonwood La	180	G		Gibson Drive	J	0.118	F		200	G	2004
			To:	Lenore Trail	1		-				
			From:	Wilson Rd							
Cypress Street	840	G	97%	0% 2% 0% 0% 0%	С	0.086	F	0.623	840	G	2004
			To:	Isaac St							
			From:	Vellen St	I						
Debbs La	290	G			_	0.108	F		310	G	2004
			To:	Rellen St							
			From:	Warwick Rd							
Dove Dr	NA		_			NA			NA		
			To: From:	Butterfly Dr Warrick Rd							
Dove Dr	180	G	<u> </u>	waner Ru	J	0.153	F		200	G	2004
			To:	Butterfly Dr]					G G G G G G G G G G G G G G G G G G G	
			From:	Kalmar Dr							
Essex Dr	720	G	<u></u>		4	0.144	F		770	G	2004
			To:	Kings Way Dr]						
			From:	Jule Dr							
Etheridge Manor Blvd	12000	G				0.100	F		13000	G	2004
			To	Shifford La							
			From:	Edenbridge Dr							
Etheridge Road	2400	G	99%	0% 1% 0% 0% 0%	С	0.100	F	0.627	2400	G	2004
			To:	Fentress Rd	<u> </u>						
			From:	Saul Dr		_	_			_	
Eva Blvd	650	G			1	0.096	F		710	G	2004
			To:	Marge Dr							

Colorationalsk						City of Chesapea	ake								
Fairway Drive 2200 G 99% 0% 0% 0% 0% 0% 0% 0	Route	Length AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Yea
Friend F	tv of Chesapeake														
Firemen St 780 G	Fairman Duima	2222	_		00/			00/	_	0.000	_	0.074	0000	0	200
Fireman St	Fairway Drive	2200	G	_	0%		0%	0%	C	0.099	F	0.671	2200	G	200
Fremain St				In-		Cranston Dr									
Firementing Circle NA				From:		Shell Rd									
Fremming Circle	Fireman St	780	G							0.113	F		840	G	200
Forest Cove Rd				To:		Tuttle St									
Forest Cove Rd				From:		Cecilia Terr									
Forest Cove Rd	Flemming Circle	NA								NA			NA		
Frank Dr				To:		Cedar Rd									
Forest Cove Rd				From:		Bramblewood Ct									
Frank Dr	Forest Cove Rd	450	G							0.117	F	0.547	450	G	200
Frank Dr 1100 G				To:		Winslow Ave				-					
Frank Dr				From:				1							
Frankin Street	Fronk Dr	1100	C			Johnston Rd				0.110	_	0.016	1200	0	200
Franklin Street 2300 G 99% 0% 1% 0% 0% 0% 0% 0% 0	FIAIR DI	1100	G	To:		Pottlefield Plyd				0.119		0.010	1200	G	200
Frankin Street 2300 G 99% 0% 1% 0% 0% 0% 0% 0% 0															
Selection Red	5 15 0: :		_	<u> </u>	001		001	001	_	0.455	_	0.5:-	0000	•	
Same control of the	Franklin Street	2300	G		0%			υ%	С	0.100	F	0.517	2300	G	200
Gilmetron Rd						Bainbridge Blvd									
Geneve Ave				From:		Albert Ave									
Collins Blvd. Collins Blvd	Gilmerton Rd	5400	G							0.098	F		5800	G	200
Commission Com				To:		Geneve Ave									
Greendell Rd				From:		Collins Blvd.									
Sean Dr	Greendell Rd	280	G							0.1	F		300	G	200
Guenevere Dr				To:		Ashland Dr									
Guenevere Dr 1800 G				From:											
Hawksley Rd	Cuonavara Dr	1000	C			Galanad Dr				0.007	_		1000	0	200
Hawksley Rd	Guerievere Di	1000	G	To		Coon Du				0.097			1900	G G G G G G G G G G G G G G G G G G G	200
Hawksley Rd															
Find Pince				From:		Barksdale					_			_	
Hollygate La 360 G	Hawksley Rd	410	G	_						0.137	F		440	G G G G G G G G G G G G G G G G G G G	200
Hollygate La				To:		Glenview Rd								G G G G G G G G G G G G G G G G G G G	
Dowa St 730 6				From:		Pinecliff Dr									
Iowa St 1730 G	Hollygate La	360	G							0.121	F		380	G	200
Second				To:		Briarwood Dr									
Incomposition 1900				From:		Canal Rd									
South Sout	Iowa St	730	G							0.129	F		790	G	200
South Sout				To:		Oklahoma Dr									
Some state Som				From:											
From Parker Rd NA NA NA NA NA NA NA N	lower Dd	200	•			Gregg St				0.146	_		220	_	200
From Parker Rd	Joynel Ku	200	G	To		C : C:				U. 146	Г		220	G	∠00
Keeling Dr															
Name				From:		Parker Rd									
Remp La 330 G	Keeling Dr	NA								NA			NA		
Kemp La 330 G				To:		Lobdell Ct									
Kemp La 330 G				From:		Indian River Rd									
Laurel Ave 730 G From: Cobb Ave	Kemp La	330	G	_						0.106	F		360	G	200
Laurel Ave 730 G				To:		E. Kemp Lane									
Laurel Ave 730 G				From:		Cohh Ave		ī							
From:	Laurel Ave	730	G			20227110				0.095	F		800	G	200
Lilac Ave 1500 G 99% 0% 1% 0% 0% 0% 0% C 0.102 F 1600 G 200 To: Davis Ave Lincoln Road 190 G 92% 1% 2% 2% 3% 0% C 0.113 F 0.63 190 G 200 To: Outlaw St Lindsey Ave NA NA		.00	•	To:		Rokehv Ave				2.000	•			-	_00
Lilac Ave 1500 G 99% 0% 1% 0% 0% 0% 0% C 0.102 F 1600 G 200 First Davis Ave Dunn St Dun				From		-									
Lincoln Road 190 G 92% 1% 2% 2% 3% 0% C 0.113 F 0.63 190 G 200	Liloo Ava	4500	_		007		00/	00/	_	0.400	_		1000	0	000
Lincoln Road 190 G 92% 1% 2% 2% 3% 0% C 0.113 F 0.63 190 G 200 To: Outlaw St Lindsey Ave NA NA NA	LIIAC AVE	1500	G		υ%		υ%	υ%	Ü	0.102	г		1000	G	∠00
Lincoln Road 190 G 92% 1% 2% 2% 3% 0% C 0.113 F 0.63 190 G 200 To: Outlaw St Lindsey Ave NA NA NA NA															
To: Outlaw St From: Lindale Dr Lindsey Ave NA NA NA												-	-		
From: Lindale Dr NA NA NA NA NA NA NA	Lincoln Road	190	G	92%	1%	2% 2%	3%	0%	С	0.113	F	0.63	190	G	200
Lindsey Ave NA NA NA				To:		Outlaw St									
Lindsey Ave NA NA NA				From:		Lindale Dr									
	Lindsev Ave	NA				****				NA			NA		
waierneid Ave	= y			To:		Waterfield Ave				•			•		

				City of Chesapeake							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	Ω C	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Chesapeake			From:	Baugher Ave	1						
Lofurno Rd	240	G		Baugher Ave		0.143	F		260	G	2004
			To	Bounds Ave							
			From:	Battlefield Blvd							
Marion Dr	NA		_		7	NA			NA		
			To:	Johnstown Rd	<u> </u>						
Marihara Ct	420	G	From:	Culpeper Ave]	0.454	_	0.510	140	0	200
Marlboro St	130	G	To:	Winslow Ave	1	0.154	F	0.512	140	G	200
			From:	Baff Loop Ct	· · · · · · · · · · · · · · · · · · ·						
Masters Row Ct.	610	G		Bun Esop Ct	1	0.095	F		660	G	200
			To:	Brassie Ct							
			From:	Haledon Rd							
McCosh Dr	1200	G			-	0.117	F		1300	G	200
			To:	Duffield Pl							
Michael Du	70	_	From:	Broadmoor Ave]	0.404	_		00	0	200
Michael Dr	70	G	To:	Texas St	1	0.184	F		80	G G G G G G G G G G G G G G G G G G G	200
			From:	Clover Dr	l .						
Millwood Ave	1600	G		Clovel Di	4	0.107	F		1800	G	200
			To	E. Royce Dr						G G G G G G G G G G G G G G G G G G G	
			From:	Parker Rd							
Natchez Terr	NA				="	NA			NA		
			To:	Foxgate Quarter							
			From:	Johnstown Rd						_	
Newberry Dr	570	G	To:	Harra Dan Da	1	0.090	F		620	G	200
			From:	Horse Run Dr							
Oak Dr	860	G	From:	Woodcroft La	j	0.269	F		930	G	200
Care	555		To:	Tyre Neck Rd	1	0.200	·		000	G G G G G G G G G G G G G G G G G G G	200
			From:	Victoria Dr							
Old Dr	1100	G			_	0.141	F		1200	G	200
			To:	Barlett Dr						G G G G G G G G G G G G G G G G G G G	
			From:	Campostella Road							
Omar St	470	G	To:	-	1	0.097	F		510	G	200
				Faye St	<u> </u>						
Philadelphia St	70	G	From:	English Ave]	0.124	F		70	G	200
i illiadolprila Ot	70	Ü	To:	Miller Ave	1	0.124	•		70	J	200
			From:	Etheridge Rd	l						
Poplar Ridge Dr	NA			= = = = = = = = = = = = = = = = = = =	4	NA			NA		
			To:	Sandlewood Lane							
			From:	Erik Paul Dr							
Priscilla Lane	NA		To:		,	NA			NA		
				Loretta Lane							
Queenswood Terr	120	G	From:	Greenway Dr	J	0.129	F		130	G	200
Quodiswood IEII	120	3	To	Royal Grant Dr	1	0.123	1.		150	J	200
			From:	Campostella Rd	1						
River Creek Rd	NA			- Imposemi Ad	4	NA			NA		
			To:	Booker Street							
			From:	Battlefield Blvd							
Robert Hall Blvd	4900	G			-	0.088	F		5300	G	200
			To:	Military Hwy	<u> </u>						
01 1 5			From:	Shepherds Ct		0.15=	_				
Shepherds Gate	290	G	To:	Logger Mill The	1	0.127	F		320	G	200
			10:	Logans Mill Terr	<u> </u>						

					City Oi	Chesap	eake								
Route	Length AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of Chesapeake			From:		α:	14 11 . 6		1							
Sir Meliot Dr	810	G	Prom.		Sir	Meliot Ct	i .			0.106	F		870	G	2004
SII MEIOLDI	010	G	To		Dra	wbridge D	ır			0.106	Г		670	G	2004
			From:				1	1							
Smokey Mountain Tr	NA		Prom.		(Cricket Ct				NA			NA		
Smokey Mountain 11	INA		To:		Woo	odwind Wa	av.	1		INA			INA		
			From:			odberry D		<u>_</u>							
Southfield Dr	80	G			WO	odberry D	I			0.151	F		90	G	2004
Couling Di	00	•	To:		В	Bartell Dr				0.101	•		00	Ü	2004
			From:			carlett Dr		1							
Stadium Dr	1800	G	<u> </u>		3	Carlett Di				0.135	F		2000	G	2004
01441411121		•	To:		Mt	Pleasant R	d			000	•				_00.
			From:		Gold	den Hind R	² d								
Strafford Dr	360	G	<u> </u>		GOIC	raniu N				0.124	F		390	G	2004
			To:		Н	arding Dr									
			From:		Go	oldcrest Dr									
Tanglewood Tr	410	G	<u>, </u>			Jacrest B1				0.105	F		440	G	2004
. 9			To:		7	Trilby Ct									
			From:		Fa	airview St									
Tatemstown Rd	3100	G	<u> </u>		- 1	ar vie vi st				0.086	F		3400	G	2004
			To]	Peter Rd									
			From:		I	Bruin Rd									
Terry Dr	3000	G								0.186	F		3200	G	2004
			To:		Bri	ittany Way	,								
			From:		Pi	neTop Rd									
Tinter St	2400	G								0.087	F		2700	G	2004
			To		Vo	olvo Pkwy									
			From:		Can	npostella R	ld.								
Wadena Rd	NA									NA			NA		
			To:		Gra	atton Stree	t								
			From:		(Cedar Rd									
Warrick Rd	1100	G								0.109	F		1200	G	2004
			To:		Вι	utterfly Dr									
			From:		V	Vaters Rd									
Washington Dr	NA									NA			NA		
			To:			E. Street									
			From:		Ma	gnolia Ave	e								
Winslow Ave	370	G								0.122	F		400	G	2004
			To:		M	arlboro St									
			From:		Pl	lacid Way									
Woods Blvd	880	G								0.117	F		950	G	2004
			To:		Ker	npsville R	d								
			From:		Georg	ge Wash. H	lwy								
Yadkins Rd	3400	G								0.106	F		3700	G	2004
			To:			I-64									